Amendments to the Claims:

Claims 2 to 10 are amended as set forth hereinafter.

Listing of Claims:

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This listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Original) A method for controlling the drive unit of a vehicle, the method comprising the steps of:

presetting a desired value for an output quantity of said drive unit;

causing an actual value of said output quantity to track said desired value in dependence upon the operating state of said drive unit via a slow actuating path or a rapid actuating path;

when there is a transition from said slow actuating path to said rapid actuating path, setting said desired value first equal to said actual value starting from a wanted value; and,

thereafter, again returning said desired value to said wanted value with its change limited.

- 2. (Currently Amended) The method \underline{of} claim 1, comprising the further step of limiting the change of said desired value with a filter.
- 3. (Currently Amended) The method of claim 1, wherein said filter is a lowpass filter.
- 4. (Currently Amended) The method \underline{of} claim 2, comprising the further step of selecting a time constant of said filter in

dependence upon an operating point of said drive unit.

- 5. (Currently Amended) The method \underline{of} claim 1, comprising the further step of limiting the change of said desired value via a ramp function.
- 6. (Currently Amended) The method of claim 1, comprising the further step of detecting a transition from said slow actuating path to said rapid actuating path when one of the following conditions is satisfied: a switchover from a homogeneous operation into a stratified operation; a clutch is actuated; an idle state is set; or, a minimal permissible charge is reached.

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- 7. (Currently Amended) The method of claim 1, comprising the further step of selecting a torque as said output quantity.
- 8. (Currently Amended) The method of claim 1, comprising the further step of selecting a charging path as said slower actuating path.
- 9. (Currently Amended) The method of claim 1, comprising the further step of selecting a crankshaft angle synchronous path or a fuel path as said rapid actuating path.
- 10. (Currently Amended) The method of claim 9, wherein said crankshaft angle synchronous path is an ignition angle path.
- 11. (Original) An arrangement for controlling the drive unit of a vehicle, the arrangement comprising:

means for presetting a desired value for an output quantity of said drive unit;

means for causing an actual value of said output quantity to track said desired value in dependence upon the operating state of said drive unit via a slow actuating path or a rapid actuating path;

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means for setting said desired value first equal to said actual value starting from a wanted value when there is a transition from said slow actuating path to said rapid actuating path; and,

means for thereafter again returning said desired value to said wanted value with its change limited.